

LITERATURE. REVIEW OF NEW BOOKS.

"The Mystery of Edwin Drood," so far as it was completed at the time of the sudden death of Mr. Dickens, has been issued by Fields, Osgood & Co. in a volume with some hitherto uncollected pieces by the same author.

It is a mystery that will never be unravelled in any shape, for as the publishers explain in a note, the only memoranda relating to it that have been found among the papers of the author refer to the opening chapters, and there is nothing whatever from his pen to indicate what the conclusion would have been.

Appended to "The Mystery of Edwin Drood" are the sketches entitled "George Silverman's Explanations," "A Holiday Romance," "Sketches of Young Couples," and "New Uncommercial Samples."

From J. B. Lippincott & Co. we have also received "Robinson's First Lessons in Mental and Written Arithmetic," in which the subject is set forth in a manner that cannot fail to stimulate the thinking faculties of the duller child.

From E. H. Butler & Co. we have received the following school books:—"Martindale's Primary Speller" and "Martindale's Complete Speller," in which the primitive words are so grouped as to lead the child by the easiest gradation from the shortest and simplest to the most difficult.

"The Scholar's Companion" is a standard school book that has long been established in the favor of teachers and scholars. The present edition has been carefully revised, without any alteration of the general plan or arrangement.

"Girls' Readers," and the change can scarcely be considered an improvement in a series of books intended for the school-room. This, however, has nothing to do with the merits of the books themselves, which are admirably arranged as a progressive course in reading, and the selections are made with good judgment, so that they will not only afford exercises for the school-room, but will introduce to the notice of those who use them some of the choicest efforts of the best poetical and prose writers in the English language.

From John Campbell we have received the eighth part of Vincent's "History of Delaware," in which are recounted the contests between the Dutch and Swedes.

The best war map that has yet been issued is "Schedler's Topographical Map of the Seat of War," published by E. Steiger, New York. This map includes the northeastern portion of France from its frontier on the Rhine to Paris, together with parts of Belgium, Luxembourg, Rhenish Prussia, the Palatinate, Baden, and Wurtemberg.

When Mr. Lincoln was elected he was in moderate circumstances. He was not enriched by fortune, gratuity, and his term of office extended through years that imposed such a burden upon him as no other President of this Republic has ever borne.

It is but just to Mr. Lincoln, who had always lived in amity with his wife, and who claimed that she possessed some qualities that entitled her to his respect and regard, to take this charitable view of a subject that has been freely discussed, and that mainly to the advantage of the surviving party.

When Mr. Lincoln was elected he was in moderate circumstances. He was not enriched by fortune, gratuity, and his term of office extended through years that imposed such a burden upon him as no other President of this Republic has ever borne.

The whaling business of late years has not been over prosperous, and the result is that a great many vessels are being withdrawn from it.

LIES BY THE WORD.

Horace Green for a Young Man Who Makes Fun of His Agricultural Prolificities. Is it worth while to contradict absurdly foolish falsehoods? Does it not gratify the liar to find his fabrications treated seriously?

Parties who were up in the Adirondacks a few weeks ago, when Horace was there, give queer accounts of the country. They say it was the most astonishing thing ever seen in that region. He went out fishing one day, and came near being pulled out of the boat by a big trout. The trout got away from him at last, taking his leader as a memento, and he swore fearfully when he returned and found the leader gone.

From the Boston Post. The Washington correspondent of the Pittsburg Chronicle publishes the following in reference to Mr. Lincoln's estate and the circumstances which made his widow so urgent for a pension:—

The schedule of the administrator, filed in the office of the Clerk of the county of Sangamon, in the State of Illinois, shows an aggregate of eighty-five thousand dollars. Fifty-seven thousand dollars in registered bonds, bearing six per cent. in coin. In temporary loan, bearing six per cent. in currency, one thousand eight hundred and seventy-one.

From beginning to end of this farrago, there is not a fragment, a scintilla of truth. No front was needed, in, or part way in, for no red was used—no trout got away—there was no swearing, nor thought of it—no boatman made any such protest—no deer was hunted or sought—no gun was handled or touched—no one suggested any planting of strawberry-ries—in short, each assertion copied above from the Boston Post is a distinct, particular lie, without a shadow of foundation or excuse, as at least half a dozen responsible men will cheerfully testify.

And now, reader! if you patronize and delight in journals that habitually originate or copy such slanderous trash as quoted above, are you any better than the liars? Would it be profitable such stuff if they did not find it publishable? And do not you make it profitable? Just consider.—N. Y. Tribune.

Yet by the death of her husband Mrs. Lincoln was placed not only in destitute but exceedingly embarrassing circumstances. She was in debt to a far greater amount than her share of the property could pay, and she preferred to sacrifice all she had to bringing reproach upon her husband's memory by her own financial delinquency.

It may have been, or we will admit without qualification was, wrong for her to incur obligations without her husband's knowledge, but she had no other alternative to make a respectable appearance as the wife of the President, which she could not do without comparatively an immense cost. It is barely possible, too, that he was cognizant of all the facts, and that there was a confidential understanding between them that would have avoided scandal and difficulty but for the sacrifice of his life.

It is but just to Mr. Lincoln, who had always lived in amity with his wife, and who claimed that she possessed some qualities that entitled her to his respect and regard, to take this charitable view of a subject that has been freely discussed, and that mainly to the advantage of the surviving party.

When Mr. Lincoln was elected he was in moderate circumstances. He was not enriched by fortune, gratuity, and his term of office extended through years that imposed such a burden upon him as no other President of this Republic has ever borne.

It is but just to Mr. Lincoln, who had always lived in amity with his wife, and who claimed that she possessed some qualities that entitled her to his respect and regard, to take this charitable view of a subject that has been freely discussed, and that mainly to the advantage of the surviving party.

When Mr. Lincoln was elected he was in moderate circumstances. He was not enriched by fortune, gratuity, and his term of office extended through years that imposed such a burden upon him as no other President of this Republic has ever borne.

It is but just to Mr. Lincoln, who had always lived in amity with his wife, and who claimed that she possessed some qualities that entitled her to his respect and regard, to take this charitable view of a subject that has been freely discussed, and that mainly to the advantage of the surviving party.

When Mr. Lincoln was elected he was in moderate circumstances. He was not enriched by fortune, gratuity, and his term of office extended through years that imposed such a burden upon him as no other President of this Republic has ever borne.

It is but just to Mr. Lincoln, who had always lived in amity with his wife, and who claimed that she possessed some qualities that entitled her to his respect and regard, to take this charitable view of a subject that has been freely discussed, and that mainly to the advantage of the surviving party.

EDUCATIONAL.

RUGBY ACADEMY FOR YOUNG MEN AND BOYS. No. 1418 LOUET Street. EDWARD CLARENCE SMITH, A. M., Principal. This Select School will enter upon its sixth year completely reorganized.

PHILADELPHIA, JUNE 15, 1870. During the last two years my wife has been attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated as a superior instructor, devoted to his work, kind and free in his management of his pupils, and in all respects qualified for success in his profession.

H. V. LAUDERBACK'S ACADEMY FOR YOUNG MEN AND BOYS, ASSEMBLY BUILDINGS, No. 108 South Third Street. A Primary, Elementary, and Finishing School. Thorough preparation for Business or College. Special attention given to Commercial Arithmetic and all kinds of Business Calculations.

HOLLOWELL SELECT HIGH SCHOOL FOR YOUNG MEN AND BOYS, which has been removed to the new and more commodious buildings Nos. 12 and 14 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms to make this a first-class school of the highest grade.

HAMILTON INSTITUTE FOR YOUNG LADIES, No. 3810 CHESTNUT Street, West Philadelphia. Day and Evening School. This Institution, having succeeded in its fourth year, has become one of the established schools of our city. Its course of study includes a thorough English and Classical Education, embracing Mental, Moral, and Physical Culture.

THE SIXTEENTH ACADEMIC YEAR OF THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, and all their (not included in Nos. 1, 2, and 3) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all singular the corporate privileges and franchises connected with said company and plank road, and relating thereto, and all the tolls, income, issues, and profits accruing to or from any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

THE SCHOOL FOR YOUNG LADIES AND GIRLS, No. 3917 LOCUST Street, will be reopened September 12, by MRS. A. RUSSELL and MRS. A. MELLEN, Principals.

WEST PENN SQUARE SEMINARY FOR YOUNG LADIES, No. 5 South MERRICK Street (formerly Mrs. M. E. Mitton's). The Fall Term of this school will begin on THURSDAY, September 15, at 10 o'clock A. M. MISS AGNES H. WILSON, Principal.

SCHOOL OF DESIGN FOR WOMEN, NORTHWEST CORNER OF SPRING GARDEN Street, will be reopened on MONDAY, the 12th of September, by T. W. BRADY, Principal.

WEST CHESTNUT STREET INSTITUTE FOR YOUNG LADIES, No. 4908 Chestnut Street, West Philadelphia, will re-open MONDAY, September 12, 1870, by MISS K. T. BROWN, Principal.

YOUNG LADIES INSTITUTE, No. 1928 MOUNT VERNON Street, six months' Annual Term begins on WEDNESDAY, Sept. 15, 9 2/2 A. M. Call or send for circular. 9 2 2 W.

JANE M. HARPER WILL REOPEN HER School for Boys and Girls, N. W. corner of EIGHTH and CHESTNUT Streets, on the 14th of 30th month of September, 1870, at 9 o'clock A. M. MISS M. H. HARRIS, Principal.

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 CHESTNUT Street, Philadelphia, will reopen on THURSDAY, September 16, French is the language of the family, and is constantly spoken in the Institute. MISS L. V. HARRIS, Principal.

MISS CLEVELAND'S SCHOOL FOR YOUNG LADIES will reopen on MONDAY, September 19, at No. 2023 DELAWARE Place. 9 5 18 W.

THE MISSES ROGERS WILL REOPEN their School for Young Ladies and Children at No. 214 FINE Street, on MONDAY, Sept. 6, at 9 1/2 A. M. MISS M. H. HARRIS, Principal.

REAL ESTATE AT AUCTION.

THE CENTRAL PASSENGER RAILWAY COMPANY. By virtue and in execution of the powers contained in a Mortgage executed by the city of Philadelphia, bearing date the eighth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H. L., No. 26, page 465, etc., the undersigned Trustees are directed to sell, to-wit:—

WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers, at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to-wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them being at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the top of ground hereafter described, and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of \$20, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length along said street along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of \$12, silver money.

No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will draw thirty passengers, and has power sufficient to draw two extra cars.

No. 5. The whole road, plank road, and railway of the said Central Passenger Railway Company of the city of Philadelphia, and all their (not included in Nos. 1, 2, and 3) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all singular the corporate privileges and franchises connected with said company and plank road, and relating thereto, and all the tolls, income, issues, and profits accruing to or from any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE. The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, W. W. LONGTRETHER, Trustees.

BUILDING MATERIALS. R. B. THOMAS & CO., DEALERS IN Windows, Blinds, Sash, Shutters, WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA.

CHARLES WILLIAMS' Patent Golden Eagle Furnaces, HEAVY REDUCTION IN PRICES, and only first-class work turned out.

FOR LIVERPOOL AND QUEENSTOWN.—Imman Line of Royal Mail Steamers are appointed to sail as follows:—City of Antwerp, Thursday, Sept. 6, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. City of Brooklyn, Saturday, Sept. 17, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North River.

FOR PHILADELPHIA AND QUEENSTOWN.—Imman Line of Royal Mail Steamers are appointed to sail as follows:—City of Antwerp, Thursday, Sept. 6, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. City of Brooklyn, Saturday, Sept. 17, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North River.

SHIPPING.

LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, are now receiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are AUTHORIZED to issue through bills of lading, to be received at Philadelphia in connection with South Carolina Railroad Company.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following First-Class Steamships, sailing from PIER 17, at 3 A. M.:—ASHLAND, 900 tons, Captain Crowell.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE OF NEW ORLEANS, SAVANNAH, AND THE ACADIES will sail for New Orleans direct, on Tuesday, September 6, at 8 A. M.

WEEKLY LINE TO SAVANNAH, GA., via the interior of Georgia, and all points South and Southwest. Freight forwarded with promptness and despatch. Rates as low as by any other route.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Friday, September 10, at 10 o'clock A. M.

THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, Norfolk, and Alexandria, with the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad, and taken at LOWEST RATES THAN ANY OTHER LINE.

WILLIAM P. CLYDE & CO., No. 14 North and South Wharves, HYDE & TYLER, Agents at Georgetown; J. ELLIOTT & CO., Agents at Alexandria.

DESPATCH AND SWIFTSURE LINES. The steam proprietors of this company will commence loading on the 8th of March.

DELAWARE AND CHESAPEAKE STEAMSHIP TOWNSHIP COMPANY. Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves Philadelphia.

WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 29 NORTH WATER Street and No. 28 North Wharves, Philadelphia.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves Philadelphia.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves Philadelphia.

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES AND JEWELRY REPAIRED. 802 Chestnut St., Phila.

BAND BRACELETS. CHAIN BRACELETS. We have just received a large and beautiful assortment of Gold Band and Chain Bracelets, Enamelled and engraved, of all sizes, at very low prices. New styles constantly received.

TOWER CLOCKS. G. W. RUSSELL, No. 22 NORTH SIXTH STREET, Agent for STEVENS' PATENT TOWER CLOCKS, both Remontor & Graham Equipment, striking hour only, or striking quarters, and repeating hour on full chime.

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, No. 217 Second Street, and late No. 30 S. THIRD ST.

FURNITURE, ETC. HOVER'S Celebrated Patent Sofa Bedstead is now being made and sold in large numbers both in France and England. Can be had only at the manufactory.

H. F. HOVER, 524 1/2 North No. 220 South Second Street, Philad.

STOVES, RANGES, ETC. THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA, IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson.)

JNO. EDGAR THOMPSON, President. JAMES HOY, General Manager. 627 Mifflin

GOVERNMENT SALES. DEPUTY QUARTERMASTER GENERAL'S OFFICE, PHILADELPHIA, Pa., Sept. 7, 1870. Will be sold at public auction, at the Schuylkill Arsenal, Philadelphia, Pa., on WEDNESDAY, Sept. 12, 1870, at 10 o'clock A. M., a large amount of Clothing, Camp and Garrison Equipage, and Quartermaster's Stores.

WHITE PRESERVING BRANDY, PURE CIDER AND WINE VINEGAR, GREEN GINGER, MUSTARD SEED, SPICES, ETC. All the requisites for preserving and pickling purposes.

ALBERT C. ROBERTS, Dealer in Fine Groceries, Corner EIGHTH and VINE Streets.

ESTABLISHED IN 1835. Invariably the greatest success over all competitors whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS' Patent Golden Eagle Furnaces, HEAVY REDUCTION IN PRICES, and only first-class work turned out.

FOR LIVERPOOL AND QUEENSTOWN.—Imman Line of Royal Mail Steamers are appointed to sail as follows:—City of Antwerp, Thursday, Sept. 6, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. City of Brooklyn, Saturday, Sept. 17, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North River.

FOR PHILADELPHIA AND QUEENSTOWN.—Imman Line of Royal Mail Steamers are appointed to sail as follows:—City of Antwerp, Thursday, Sept. 6, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. City of Brooklyn, Saturday, Sept. 17, at 10 A. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North River.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves Philadelphia.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves Philadelphia.